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Trains, Shops and Stations of Czech Railways

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SOURCE B:

1. The normal size of freight trains is 120 axles, or 60 cars. On the Prague-Bohumin line, where traffic is heavier, trains normally have 140 axles. Most cars have two axles, weighing 10 to 12 tons empty and carrying 15 to 20 tons of load. In general, the box cars carry 15 tons and the open cars 20 tons. The new two-axle coal car weighs 18 tons and carries 30 tons load.

- 2, The main locomotive workshops are as far as I can recall:

Pilsen	Trnava
Ceska Trebova	Vrutki
Ceske Velenice	Zilina
Nymbork (for steam and Diesel units)	

I have no information of the productivity at the various shops.

3. Locomotives are assigned to particular terminals according to the requirements of each station. All stations are different, and have different numbers of locomotives. Every station has three or four extra locomotives to serve in case extra, non-scheduled trains are required, or to substitute for emergency breakdowns.
4. Coaling is done at most terminals from a coal elevator (Aufzug). Average locomotives were fueled daily, the elevator had to handle between 360 and 420 tons per day.
5. Until 1948, coaling required a crew of 10 men, but postwar efficiencies have reduced the crews to six men working in 12-hour shifts. If the elevator fails, extra

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men must be called in to complete coaling by hand; about ten extra men would suffice.

6. The chief railway bottlenecks lie, not in individual bridges or mountain passes but in most of the big cities. Rail facilities are cramped and crowded, and because they are surrounded by built-up areas, they have no room to expand. This congestion is a hindrance to all yard, station and shop operations.
7. I know that freight is transloaded from standard to broad gauge rolling stock near the Soviet frontier, but have no detailed information on existing or projected transloading stations.
8. I have no biographic information on high officials of Czechoslovak industry or transportation, chiefly because these people are replaced so frequently that it is difficult to keep up with the changes.

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